

MAY 2010

The Utah Department of Transportation's (UDOT) Utah County Corridor Expansion (I-15 CORE) is being constructed using a method called design-build. This process allows for a faster construction timeline and more efficiency, while fostering flexibility and innovation. UDOT determined initial design and construction parameters for the project then allowed a design-build contractor team to offer ideas and details for best accomplishing the project within the necessary budget, timeline, quality and material requirements.

About Design-Build

- Accelerates project timeline from planning and designing to actual construction
- Allows more innovation and flexibility from the contractor than the traditional design-bid-build method including the use of new technologies and techniques
- Simplifies the process as architects, builders, designers and engineers form an integrated design and construction team and act as a single source for the project and its accountability
- Integrates the entire project and construction team from the earliest possible stage
- Encourages competition in the contractor selection process
- An estimated 40 percent of the U.S. design and construction industry work or have worked on projects using this method

UDOT's Use of Design-Build

- The design-build process has saved UDOT millions in project costs by encouraging the use of innovative ideas and techniques and by completing projects ahead of schedule
- The I-15 reconstruction in 1998 was UDOT's first project to use design-build
- From 1998-2007, UDOT employed design-build construction on 18 projects including the I-15 Salt Lake County reconstruction, 12300 South reconstruction, State Road 201 from I-15 to 3600 West reconstruction and I-15 NOW in Ogden
- In 2007, UDOT awarded six design-build projects including State Road 77 reconstruction and I-15 from 500 North to Interstate-215, as well as smaller projects like the Parley's Canyon bridges reconstruction, the 3300 South bridge at I-215 reconstruction and work on I-15 from 9000 to 10600 South
- By December 2009, UDOT had awarded nine more projects using the design-build method including Pioneer Crossing, State Road 92 reconstruction, 11400 South interchange/reconstruction and South Layton Interchange as well as smaller projects like I-15 from 7200 South to 9000 South reconstruction and bridge rehabilitation projects at I-80 and 2300 East, I-80 at Echo, six bridges on I-15 in Payson and the I-15 CORE project

Design Build and I-15 CORE

- In December 2009, UDOT selected the design-build contractor team, Provo River Constructors, to reconstruct I-15 CORE because the team provided the greatest value solutions for the project
- Provo River Constructors has proposed an aggressive timeline designed to minimize long-term inconvenience to the public. Construction will begin in spring 2010 and is expected to be completed in December 2012, nearly two years ahead of the required schedule.
- UDOT will remain in constant oversight of I-15 CORE and has an independent review team to monitor quality and ensure parameters are met by the design-builder throughout construction.